

HALW Inc. e-mail dated 9/6/00

Scheffer James

From: Roussel, Rene (HAL) [RRoussel@HALW.com]
Sent: Wednesday, September 06, 2000 2:50 PM
To: Scheffj@Ntsb. Gov (E-mail)
Subject: FW: Nieuw Amsterdam Fire 23 May 2000; Awards Narratives

Jim,

As discussed, I sent the following to Lt Bartlett:

Regards,

Rene

-----Original Message-----

From: Roussel, Rene (HAL)
Sent: Tuesday, July 18, 2000 2:55 PM
To: Lt Jim Bartlett (E-mail)
Subject: Nieuw Amsterdam Fire 23 May 2000; Awards Narratives

July 18, 2000

Lt Jim Bartlett
USCG MSO Juneau

Re: Nieuw Amsterdam, Crew Cabin Fire, Glacier Bay, May 23, 2000,
Award Recommendations

The following narratives of events during referenced fire are submitted to support appropriate public service awards by the Coast Guard:

Lifesaving Efforts of Second Officer Gerd Teensma: *5/31/01c*

At about 0914 on the morning of May 23, 2000, m.s. Nieuw Amsterdam was proceeding in Glacier Bay towards Tarr Inlet and Marjerie Glacier when a fire in crew cabin D098 activated a smoke alarm on the bridge. Hamiin Quartermaster was sent from the bridge to investigate.

A couple of minutes later, Fourth Officer Mieke Visscher was passing through D Deck when she smelled smoke and saw Quartermaster Hamiin, Engine Foremen Wunarto, and Sailor Rizal with a dry powder fire extinguisher near Cabin D098. Hamiin was attempting to open the door to cabin D098, but it was locked.

Third Officer Emiel de Vries and Second Officer Gerd Teensma were working on water tight door No.19 on D deck, about 180 feet forward of cabin D098, when they heard someone shouting "fire and smoke." They both ran aft near cabin D098 and saw smoke.

Foremen Wunarto, Sailor Rizal and Fourth Officer Visscher unrolled a fire hose. Before they had a chance to charge it, Second Officer Teensma ordered Visscher to call the bridge and report the fire.

Visscher called the bridge, reported the fire and was told to report to her muster station. She ran to her fire locker on Promenade deck portside aft and put on her fire suit. She then went to the fire locker in the Main-deck center passenger staircase to meet with the non-officer members of the fire team who suit up at this fire locker.

Teensma and Emiel de Vries left D Deck and ran to their fire locker on the bridge to don their firefighting equipment.

At 0919 the Captain ordered the fire alarm sounded through out the vessel.

While Teensma and Emiel de Vries were on their way to the bridge they heard the fire alarm. After donning their fire suits on the bridge they were instructed by the Captain to proceed down to D-deck via the main crew staircase.

Visscher and was told to go to D deck forward of WTD 16. She went via the crew center staircase down to C deck where she found dense smoke and exited the staircase via the portside door into the passenger area.

In the main passenger staircase on C deck, A Squad members Visscher, Rey Garcia, and Oscar Fabilane had Self Contained Breathing Apparatus' on, and were on air when they were met by A Squad Commander Teensma and Assistant A squad commander Emiel de Vries. They proceeded down to D deck together where Teensma and de Vries rigged up a fire hose and went on self-contained air.

Emiel de Vries then went up to C deck and turned off the electrical power to watertight door No. 16. This enabled the watertight door to be locally controlled by hand pumping it open and close. He went back down to D deck where he found that Teensma had teamed up with Visscher, Garcia and Fabilane to fight the fire.

Emiel de Vries went back up to C deck so that he could relay communication between the bridge and Teensma.

As soon as Teensma manually pumped open WTD 16 a lot of black smoke bellowed out and visibility became near zero. The hose team advanced with Fabilane in front, followed by Garcia, then Visscher, with Teensma in the rear. The smoke was so thick that Teensma could not see his hand that was on Visscher's shoulder. The fire team advanced with Fabilane giving short blasts of water to the ceiling and corridor panels, and Rey supporting the fire hose and shining a flashlight. Once in the corridor Teensma heard Visscher crying. She said, "I cannot do this." She was making uncontrolled moves as

if in a panic. A few seconds later it appeared that Visscher had blacked out. With one hand, Unsma grabbed the back straps of Visscher's breathing apparatus and hoisted Visscher over his shoulder onto his back, and carried her up two flights of stairs, from D deck to B deck. On the way Teensma met Emil de Vries and told him to go down to D deck to assist the remaining two fire squad members.

When Teensma reached B-deck he disconnected Visscher's breathing apparatus and took off her mask. She was crying, but appeared in control. Teensma told Visscher to go to the higher decks and relax. She went up to the bridge. In the meantime, the B Squad was sent in to fight the fire, which it did successfully. The fire was reported out at 1035.

Firefighting Efforts of Sailor Dafid Rizal Indrajana 5/31

At about 0914 on the morning of May 23, 2000, m.s. Nieuw Amsterdam was proceeding in Glacier Bay towards Tarr Inlet and Marjerie Glacier when a fire in crew cabin D098 activated a smoke alarm on the bridge. Quartermaster Hamiin was sent from the bridge to investigate.

Sailor Rizal was working in the D Deck crew area when he saw smoke. He walked towards the smoke and met Quartermaster Hamiin in the corridor near Cabin D098 where they saw smoke coming from the cabin door. Rizal ran and got a dry chemical fire extinguisher from an adjacent corridor. He then crouched in front of the door while Hamiin, who had gotten a key from and nearby room steward, opened the door slightly. Rizal then discharged the dry chemical extinguisher into the room. A lot of smoke came out, so they closed the door.

Then the general alarm bell rang. Quartermaster Hamiin, saw Chief Officer Sybe de Boer by fire screen door D1 and helped him alert and evacuate those crew members that were in cabins in the area. Meanwhile, Rizal layed out a fire hose and then left the area and reported to the bridge, his place of muster for a fire.

Fire Response Efforts of Quartermaster Mohamad Hamiin 5/31

At about 0914 on the morning of May 23, 2000, m.s. Nieuw Amsterdam was proceeding in Glacier Bay towards Tarr Inlet and Marjerie Glacier when a fire in crew cabin D098 activated a smoke alarm on the bridge. Quartermaster Hamiin was sent from the bridge to investigate.

Quartermaster Hamiin went to cabin D098 and saw smoke coming from the ventilation louvers in the lower portion of the closed cabin door.

Hamiin called the bridge on his UHF radio and reported to Deck Watch Officer that there was heavy smoke in the area. Quartermaster Hamiin started yelling and banging on cabin doors and opening them to get everyone out of the cabins. Some crewmembers that had worked late evening hours were still sleeping in.

Sailor Rizal was working in the D Deck crew area when he saw smoke and was going towards the area where it came from when he met Quartermaster Hamiin in the corridor near Cabin D098. He saw smoke coming from the cabin door. Sailor Rizal ran and got a dry chemical fire extinguisher from an adjacent corridor. He came back to crew cabin D098. In the meantime Hamiin, who had gotten a key from and nearby room steward, opened the door slightly. Sailor Rizal then crouched in front of the door and discharged the dry chemical extinguisher into the room. A lot of smoke came out, so they closed the door.

The general alarm bell rang. Quartermaster Hamiin went to fire screen door D1 where he met Chief Officer Sybe de Boer. They both alerted remaining crew members that were in cabins in the area.

Firefighting Efforts of Chief Officer Sybe Deboer 5/31

At about 0914 on the morning of May 23, 2000, m.s. Nieuw Amsterdam was proceeding in Glacier Bay towards Tarr Inlet and Marjerie Glacier when a fire in crew cabin D098 activated a smoke alarm on the bridge. Quartermaster Hamiin was sent from the bridge to investigate.

At 0918 Deck the Watch Officer informed Captain Simon Douwes of the possible fire on D Deck. The Captain called Chief Officer Sybe Deboer, who was in his cabin, and asked him to go to D deck to investigate. The Chief Officer said he would have a fast look. Deboer rushed towards D deck.

At 0919 the Captain confirmed that the fire was real and ordered the fire alarm to be sounded through out the vessel. On his way down to D deck Chief Officer Deboer smelled smoke on C Deck. He found Quartermaster Hamiin at fire screen door D1 in the stairwell on D deck. The door was opened slightly. Deboer told him to keep the door closed.

Deboer took the smoke mask that was draped over Hamiin's shoulder, put it on, and entered the corridor. There was not much smoke in the area. Deboer quickly swept through the area pounding on doors in the adjacent corridors and yelled for everyone to evacuate the space. A couple of crewmembers came out of these cabins.

He then went aft towards cabin D098. As he passed by the inboard wall of the cabin in the center corridor the Deboer could feel heat radiating from the wall. He saw thick white smoke coming out of cabin D098. The smoke was about a meter thick below the corridor ceiling. He went under the smoke and swept the port and starboard corridors to make sure that there were no crewmembers in the cabins.

Chief Engineer Bram Francke had been in the ECR to verify that the fire pump was running and everyone was present after which he went to the D deck fire scene via the upper boiler room.

Chief Officer Deboer went aft to watertight door No. 15, which was partially open, and he found a fire hose that had been rolled out onto the deck. He saw Chief Engineer Francke nearby. Deboer picked up the hose, ducked under the smoke that was getting thicker and black, and went back towards cabin D098. When he was in position near the door he yelled to the Francke to pressurize the fire hose.

While standing in front of the closed door to cabin D098, the Chief Officer could feel intense heat. He opened the door slightly and could hear the fire, but was unable to see flames. He positioned himself so that the cabin wall was between him and the fire. Deboer bent down and sprayed a straight stream of water into the cabin for what seemed to be 30 to 40 seconds. A lot of heat and white smoke came out. This forced Chief Officer Deboer to retreat. He left the fire hose outside the cabin door and exited through watertight door No. 15.

Chief Engineer Francke exited the corridor via watertight door No. 15 and went back to the engine control room.

After exiting watertight door No. 15, Chief Officer Deboer met the B Squad coming down from C Deck. Deboer told him the exact location of the fire and that there was a hose connected and pressurized forward of watertight door No. 15.

Firefighting Efforts of "B" Squad 6/1

On the morning of May 2, 2000, m.s. Nieuw Amsterdam was proceeding in Glacier Bay towards Tarr Inlet and Marjerie Glacier when a fire in crew cabin D098 activated a smoke alarm on the bridge.

After verifying that the fire alarm was real the Captain ordered the fire alarm to be sounded through out the vessel. After hearing the fire alarm B Squad Commander Robert Dekker reported to his fire locker at the after part of crew messroom where he called the engine control room and was instructed to go via B-deck to D deck aft of watertight door No. 15. Onno de Vries, the assistant B-squad commander, reported to the engine control room when he heard the fire alarm ringing. He was told that the fire was on D deck. Onno picked up a UHF radio and went to his fire locker on B deck aft. When Onno de Vries got to the fire locker on B deck aft other fire squad members were already there suiting up. Onno de Vries called the bridge for instructions on where to go. His radio was working, but because of the other traffic on the radio, he decided to use the phone. A deck officer on the bridge instructed de Vries to go to D deck aft behind watertight door No. 15. He was reminded that the fire was in cabin D098.

Onno de Vries and members of the B Squad were going down to C Deck when they met the Chief Officer who told them the exact location of the fire and that there was a hose connected and pressurized forward of watertight door No. 15. Onno and the B fire squad went to watertight door No. 15 and found it closed. Not knowing the situation behind the closed watertight door Onno decided to rig up a fire hose from the boiler room for entry into the space.

When B Squad Commander Dekker arrived at watertight door No. 15 he found Onno de Vries, there with the other team members. Dekker noted that a fire hose had been rolled out from the boiler room, but was not yet charged. Dekker was informed by de Vries that there was an additional fire hose rolled out in front of watertight door No. 15.

The B squad called the bridge and stated, "We are going to enter through watertight door No.15."

The B squad hose team included Robert Dekker in front with the fire hose nozzle, next was Erwin van Elzelingen holding the hose, and last Onno de Vries with the flashlight and radio. The first two members operated the hose and the third member provided light, communicated with the bridge, and watched for hot spots behind the fire team.

With the fire hose from the boiler room fully charged, watertight door No. 15 was manually pumped open and B squad, on their knees, entered the corridor. The team encountered thick black smoke. Dekker noted a light draft of air into the corridor. Dekker sprayed the ceiling first because he could see paint hanging down, indicating to him high temperatures. No flames were visible when the team first entered the corridor.

Dekker heard noises from the overhead, which he thought was the bubbling sound of the paint burning on the ceiling. They crawled pass the first corridor and saw no flames. They continued crawling towards the second corridor on their left. As they approached cabin D098 they felt an increase in temperature. Flames were visible forward in the main corridor on the deck, in the cross-corridor on the starboard side near the ceiling and many flames in cross-corridor on the port side. The door to cabin D098 was open and flames were visible inside. Dekker sprayed the ceiling in the port side cross-corridor first, then the main corridor deck and the starboard cross-corridor. At this time Dekker found that the fire hose from the boiler room was too short to go any further. He retrieved the charged fire hose that was lying on the deck and continued spraying the decks and ceiling that were on fire.

Dekker then attacked the fire inside cabin D098 from the right side of the door opening. He stayed to one side of the door because visibility was very poor at this location and because flames frequently leaped out of the door opening. After a few minutes of spraying water inside the cabin, and beating down the flames, Dekker was able to reposition the nozzle and point it towards the starboard side bulkhead of the cabin (the wall that is common with the corridor). Dekker stated this was a difficult maneuver, as he did not want to fully expose himself to the full force of the fire, and it was difficult to bend the fire hose in such a small radius. After several minutes of applying water to the inside cabin wall the flames were no longer visible.

While Dekker was fighting the fire inside cabin D098, the second fire team from B squad (consisting of Eelco Cornelisse and Elmer Quismondo) arrived and continued extinguishing the ceiling fire in the main corridor. The ceiling fire was located along the main corridor from cabin D098 towards the fire screen door at the main crew staircase.

While attacking the fire inside cabin D098, day service engineer Erwin van Elzelingen was called by the engine control room and asked to start the exhaust fans for the main laundry. Eelco Cornelisse took over for Elzelingen on the fire hose. Elzelingen left D deck through the boiler room and went down the ladder via the stabilizer room into the main laundry. Elzelingen attempted to switch off his breathing apparatus to save air, but due to the smoke found that he had to keep the breathing apparatus on. He found the main laundry dark (no power) and was able to find his way to the controls for the exhaust fans. He switched the fans on, but they did not start. He called the engine control room on the radio and was told that the power to the fans was still switched off, but somebody was on the way to the substation to reset the power to the ventilation systems. Elzelingen waited for several minutes then tried to start the fans, they did not start. He then went to the engine control room to report that he was not able to start the laundry exhaust fans and get an update on the power problems and fire situation.

Elzelingen changed his air bottle and was told to return to D deck to relieve a fire team member.

Shortly after the fire was out in cabin D098, Dekker's low-pressure air alarm sounded. Dekker left cabin D098 and went back to watertight door No. 15 to change air bottles. Onno de Vries took over control of the fire hose from Dekker. Dekker was completely exhausted from handling the fire hose and had to sit for a few minutes to rest.

About this time ventilation was started and the visibility began to improve.

Onno de Vries and Cornelisse continued checking for hot spots, cooling down, and looking into cabins. They found a lot of smoke (but no flames) coming from the Ladies Quarters.

Cornelisse had to leave to change his air bottle and returned with Elzelingen. Cornelisse and Elzelingen took over from Onno and Quismondo. Cornelisse and Elzelingen continued checking the cabins and ceilings for hot spots. Some ceiling panels were removed to check for hot spots.

Cornelisse and Elzelingen returned to watertight door No. 15 and met with the A and B squad commanders and assistant commanders and other members of the fire squads. The commanders requested that the corridors and rooms be checked for hot spots again. Elzelingen and Emiel de Vries were sent back in to check for hot spots. They reported back to the A squad commander that there were no more hot spots.

The "A" squad commander reported to the bridge that the fire was out.

B Squad Members
Robert Dekker

Onno de Vries
Martijn van Dam
Josse Sonny Cerbito
Gerry Estrella
Ronald Lontoc
Ali Mohamad
Santiago Zapanta
(Foreman)Wunarto
Amulfo de Vera
Erwin R. Elzelingen
Eelco Cornelisse
Elmer Quismondo
Darwin Reynancia
Melchor Millar

Please contact me if you need any additional information or assistance.
Regards,

Captain Rene Roussel